

FIRST AERIAL PHOTO OF THE UNKNOWN "VATICAN" GROUNDS

The first general photographic plan of the "unknown" papal territory, the Vatican, its extensive gardens and the Dome of St. Peter's. The Vatican buildings themselves occupy much of the right hand side of the photo with the Raphael Loggia on the right and (slightly nearer the foreground) the Pope's apartment.

### KEEPING UP THEIR INSURANCE

The government, through the Bureau of War Risk Insurance wrote approximately \$40,000,000,000 of insurance upon the lives of more than 4,500,000 service men and women. This is a larger volume of insurance than is in force in the old line insurance companies of the United States. Approximately 90 per cent of the men in active service during the war were protected by War Risk Insurance, and the average protection was \$8,700.

While the men were in the service it was easy to collect the insurance premiums by deducting the amount due each from their pay. Now the men have to look after the payment of their own premiums, and the situation is further complicated

by reason of the fact that the addresses of hundreds of thousands of them are no longer known to the Bureau of War Risk Insurance. Col. R. G. Cholmeley Jones, Director of the Bureau, does not consider it surprising that so many former service men have not continued to make regular monthly payments of their War Risk Insurance premiums. He says:

"In the first place, very few of them realize that the government insurance as well as compensation and allotments and allowances, is paid by the treasury department through the Bureau of War Risk Insurance; neither do they realize that after their discharge from active service their checks or money orders for insurance premiums should be made payable to the Treasurer of the United States, and sent to Premium Receipt

Station, Bureau of War Risk Insurance, Washington, D. C. Again it will take considerable time for the former service men to get on their feet and get their bearings, even though they are healthy and strong.

"Many have not yet decided into what business activity they will enter or even where they intend ultimately to live. Lots of boys from the

farms will locate in cities and many city boys may move to the country.

In the interim isn't it too much to expect that the matter of payment of their life insurance premiums should become paramount in their minds?

"They must be given time to adjust themselves to new conditions; but we don't want them to give up their insurance, and under a recent ruling every one of them who has been insured, and who is in as good health as at the time of his dis-

charge, has eighteen months from the time of his discharge from the service in which to reinstate his War Risk Insurance.

"The payment of only two premiums for reinstatement is now required, one to cover the month of grace during which the man was protected, the other the premium for the current month of reinstatement. The man however, must state in his application that he is in as good health as when discharged or as he was when the grace period of his insurance expired, whichever is the later date."

### ONE-FOURTH WORLD'S WOMEN IN CHINA

Seventy Per Cent. Employees in Shanghai Cotton Mills Women and Children Working Twelve Hour Shifts.

One-fourth of the women in the world are Chinese—200,000,000 of them. They are going into industry in large numbers to work long hours and for little money.

In Shanghai, for instance, seventy per cent. of the employees in the cotton mills are women and children. Working hours for spinners are from six in the morning until six at night and from six at night until six in the morning. Weavers work from 5:30 in the morning until seven at night and the wages are from ten to twenty cents a day. Hundreds of women are employed in silk flature mills, standing hour after hour washing cocoons in basins of boiling water in the excessively hot rooms necessary for apartments where fine silk is spun. In Canton alone, there are 150,000 women in factories at a maximum wage of forty cents a day for women and of fifteen cents a day for girls.

As part of its program of world service for women the National Young Women's Christian Association is expecting to put on its staff of secretaries in China an expert on industrial conditions who will develop social work in factories, and work to improve conditions for women employees. This work will include the introduction of recreation and social life among the workers and of health lectures and educational classes.

### An American \$2 Bill Did This



BEFORE.

Motherless, fatherless, homeless, nameless, hungry and clad only in rags, the pathetic little three-year-old shown at the left wandered into a Near East Relief orphanage in Armenia. Another photograph of the same child, shown at the right, was taken a week later, this time showing him happy, well clothed and well fed.

Somewhere in America is the happy man or woman who contributed the \$2 bill which wrought this miracle. More than a quarter million other helpless little victims of Turkish cruelty and oppression are knocking at the doors of the Near East Relief orphanages in Western Asia. Many more American \$2 bills are needed now to let them in and to care for them until they can care for themselves.



AFTER.



MEXICO ALSO PREPARES FOR TROUBLE

It is reported that there is considerable and unusual movements of troops and troop trains throughout Mexico. Upper photo shows federal artillery of the Carranza army being loaded on flat cars at railroad yards at Mexico City. Lower photo shows Carranza troops leaving Mexico City for a northern station on the tops of box cars. Inset shows: President Venustiano Carranza of Mexico.

## PRESIDENT WILSON AND PARTY RIDE THROUGH SALT LAKE STREETS IN BEAUTIFUL HUDSON CARS SEPT. 27, 1919

It is doubtful if to any individual make of motor car in Salt Lake has even fallen a more notable distinction than was accorded five Hudson Super-Six motor cars last Tuesday, when President and Mrs. Wilson and his entire party rode in new model Hudsons in the parade through Salt Lake streets.

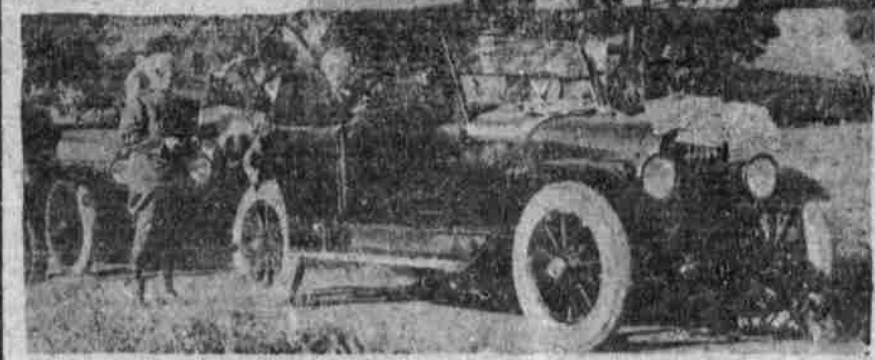
Immediately upon alighting from the presidential train at the Oregon Short Line depot Tuesday afternoon, President and Mrs. Wilson were met by Governor and Mrs. Simon Bamberger, Mayor and Mrs. Ferry and other high officials of the city and state who accompanied them to a convoy of automobiles that formed the parade. The first five cars in the parade were Hudson Super-Sixes and there were two more Hudsons further back in the line of march.

The first cars, carrying the president's secretary and staff, were driven by returned service men from the sales department of the Botterill Automobile company, the distributor throughout this section for Hudson cars. These men from the Botterill organization were in full army uniform.

The second Hudson car carried President and Mrs. Wilson and Governor and Mrs. Simon Bamberger.



At Right  
Close up View  
President and  
Mrs. Wilson,  
Governor and  
Mrs. Bamberger  
at Ft. Douglas, Utah.



At Left  
President and  
Mrs. Wilson,  
Governor and  
Mrs. Bamberger  
at Ft. Douglas, Utah.

Photographs taken of presidential party as Pres. and Mrs. Wilson, Gov. and Mrs. Bamberger, Mayor and Mrs. Ferry and other members of official party rode through Salt Lake and to Ft. Douglas in Hudson Super-Six.

At Left  
President's Car  
on Main St.

The third car in the parade was another Hudson, carrying the president's bodyguard, and the fourth car was another Hudson, carrying Secretary Tumulty and staff.

The other Hudson cars followed, carrying other members of the presidential party.

After the tour through the business section of the city, the party drove to Fort Douglas for a reception tendered President Wilson at that place.

"We are naturally rather pleased and elated over the distinction accorded the Hudson cars through their use by President Wilson and his official party," declared Frank Botterill last Wednesday, after the excitement had died down and President Wilson's visit was being discussed.

"I have always maintained that the Hudson car is a fine enough motor vehicle for any one in the world. There are other cars that cost more money; but in distinctive appearance, easy riding qualities, a superabundance of evenly flowing power from the wonderful Super-Six motor, the car is just about all that any man could ask for, so far as genuine comfort and pleasure are concerned."

—Salt Lake Tribune, Sept. 27, 1919.

## LOGAN GARAGE AND SUPPLY COMPANY "HUDSON DEALERS"

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